## LEGAL ADVERTISEMENTS. PETITION OF BANKRUPT FOR HIS

No. 106. In bankruptcy. In the matter of Francis M. Abbett, bankrupt. District of Indiana, ss. On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge. it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the forencon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be

And it is further ordered by the court that the clerk shall send by mail to all known ereditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis in said District, on the fist day of March, 1899. NOBLE C. BUTLER, Clerk.

### PETITION OF BANKRUPT FOR HIS DISCHARGE.

No. 110. In bankruptcy. In the matter of Shelden Waggener, bankrupt. District of Indiana, s On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge, it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the ferenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why

the prayer of the said petitioner should not be And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of eaid court, and the seal thereof at Indianapolis, in said District, on the 31st day of March, 1899. NOBLE C. BUTLER, Clerk.

#### PETITION OF BANKRUPT FOR HIS DISCHARGE.

No. 141. In bankruptcy. In the matter of Thomas J. Harris, bankrupt. District of Indiana, ss. On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge. it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the forenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapotis, in said District, on the 31st day of March, 1859. NOBLE C. BUTLER, Clerk.

## PETITION OF BANKRUPT FOR HIS DISCHARGE.

No. 137. In bankruptcy. In the matter of George C. Detch, bankrupt. District of Indiana, ss On this 31st day of March, A. D. 1899, on read ing the petition of the bankrupt for his discharge, it is ordered by the court that a hearing be had upon the same on the 29th day of Atril, A. D. 1890, before said court, at Indianapolis, in said District, at 9 o'clock in the forenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis, in said District, on the 31st day of March. 1899. [SEAL.] NOBLE C. BUTLER, Clerk.

#### PETITION OF BANKRUPT FOR HIS DISCHARGE.

No. 99. In bankruptcy. In the matter of John P. Parrish, bankrupt. District of Indiana, ss. On this 31st day of March, A. D. 1899, on read-

ing the petition of the bankrupt for his discharge. it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the forencon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis, in said District, on the 31st day of March, 1899. NOBLE C. BUTLER, Clerk. PETITION OF BANKRUPT FOR HIS DISCHARGE.

## No. 155. In bankruptcy.

In the matter of George D. Sisson, bankrupt District of Indiana, ss On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge, it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the forenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis, in said District, on the 31st day of March, 1899. NOBLE C. BUTLER, Clerk. PETITION OF BANKRUPT FOR HIS

#### No. 103. In bankruptey. In the matter of Calvin R. McLaughlin, bank-

DISCHARGE.

On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge. it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1899, before said court, at Indianapolis, in said District, at 9 o'clock in the forenoon, and that notice thereof be published twice in the Indianapolis Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said petitioner should not be

And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis, In said District, on the 31st day of March, 1899. NOBLE C. BUTLER, Clerk.

## PETITION OF BANKRUPT FOR HIS DISCHARGE.

No. 165. In bankruptcy. In the matter of Abraham Jacobs, bankrupt District of Indiana, ss On this 31st day of March, A. D. 1899, on reading the petition of the bankrupt for his discharge. it is ordered by the court that a hearing be had upon the same on the 29th day of April, A. D. 1859, before said court, at Indianapolis, in said District, at 9 o'clock in the foreneon, and that notice thereof be published twice in the Indianapolis' Journal, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time

the prayer of the said petitioner should not be And it is further ordered by the court that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated. Witness, the Honorable John H. Baker, judge of said court, and the seal thereof at Indianapolis, in said District, on the 31st day of March, 1899.

and place and show cause, if any they have, why

#### NOBLE C. BUTLER, Clerk. NOTICE TO GRAVEL ROAD CON-

TRACTORS.

Notice is hereby given that the Board of Commissioners of Vermillion county, State of Indiana, will on the 3d day of May, 1899, at the county auditor's office, in the town of Newport, in said county, let to the lowest responsible bilder or bidders, contracts for building gravel roads in Vermillion township, in said county, in accordance with the plans and specifications now on file in the auditor's office of said county, as follows No. 1, the O. Pe Dee free gravel rond; 27,420 feet long. No. 5, the Frazier free gravel road; 12,000 feet long. No. 6, the Chambers free gravel road; \$ 854 feet long, and No. 11, the Horseshoe free gravel road; 22,917 feet long. In all 13 miles and 3,551 feet long. All bids must be sealed and marked to indicate their contents and deposited with the auditor of said county not later than 10 o'eleck a. m. en said 3d day of May, 1899, at which time they will be opened and the contract or centracts let. Bids may be made on any one or more or all of said roads, and any person may file as many separate bids as he desires. Each bidder must file with each separate bid a good and sufficient bond as required by law in twice the sum of such bid, for the faithful performance of the work bid for; such bond to be payable to the State of Indiana. No contract will be let for an amount greater than the estimated cost of construction as shown by the viewer's and engineer's report on file in the auditor's office in said county. The Board of Commissioners reserve the right to reject any or all bids. All roads to be completed on or before Dec. 1, 1899. By order of the Board of Commissioners of Vermillion The No county, Indians. WM. P. BELL, Auditor, creased to \$60,000.

THE JOURNAL BUSINESS DIRECTORY.

HOWARD STEAM CARPET CLEANING AND RENOVATING WORKS. Tel. 616. PARKHURST BROS. & CO.,

For Stores, Warehouses, Stables, etc. BERTERMAN FLORAL COMPANY, New No. 241 Mass ave., 226 N. Del. st. Tel. 840.

UNION CO-OPERATIVE LAUNDRY, 138-144 Virginia ave. Phone 1259. P. M. PURSELL (Mantels, Furnaces). Mass. ave. and Delaware st. THE M. S. HUEY CO., MFGS. (Mantels, Grates and Tiles), New No. 1201 Mass. ave.

CHESTER BRADFORD. 1233 to 1236 Stevenson bldg. 15 E. Wash. st.

PLUMBING AND STEAM HEATING-J. S. FARRELL & CO. (Contractors). SALE AND LIVERY STABLES-

HORACE WOOD (Carriages, Traps, Buck boards, etc.), 25 Circle, Tel. 1097 SHOW CASES-

WILLIAM WIEGEL.
116 South Pennsylvania st. UMBRELLAS, PARASOLS AND CANES-C. W. GUNTHER (Manufacturer),

21 Pembroke Arcade and 56 Mass. ave UNDERTAKERS-FRANK BLANCHARD, 99 N. Delaware st. Tel. 411. Lady Attendant.

H. C. STEVENS, New Styles Wall Paper. Low Prices. 930 N. Senate ave. Tel. 2 on 2552. FUNERAL DIRECTORS.

FLANNER & BUCHANAN-320 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

> C. E. KREGELO. FUNERAL DIRECTOR. 223 N. Delaware st. Phones.

FUNERAL NOTICE. BAKER-Eliza, wife of John Baker, will be taken from vault and interred at Crown Hill Thurs-

day, April 6, 2 p. m. M'DOUGALL-Bella, beloved wife of L. H. Mc oon, April 5, at 2 p. m., Broadway M. E. Church. Friends invited. Burial private.

STORAGE-INDP'LS WAREHOUSE CO. W. E. Kurtz, Pres. H. A. Crossiand, Mgr. (New) 517-523 S. Penn. 'Phone 1343 We STORE, PACK AND HAUL STORAGE-The Union Transfer and Storage Company, corner East Ohio street and Bee-line tracks; only first-class storage solicited. CRAT-ING AND PACKING OF HOUSEHOLD GOODS A SPECIALTY.

FOR SALE-1899 bicycle for \$1. We will send our highest grade gent's or lady's 1899 Acme King oleycle to any address on easy conditions for only \$1-the conditions include the distributing of 1,000 small circulars, which you can do in three hours. Send no money. For full particulars how to get our best bicycle for \$1 and a few hours' work cut this notice out and mail to us. SEARS, ROE-BUCK & CO., Cycle Dept., Chicago.

WANTED-MALE HELP. WANTED-Men-Our illustrated catalogue explains how we teach the barber trade in eight weeks. Mailed free. MOLER BARBER COL-LEGE, Chicago, Ill.

## WANTED-AGENTS.

AGENTS WANTED-GREAT NEW BOOK CONtaining only Official History of War with Spain. written by Wm. McKinley, President of U.S., and the hero commanders, including war in the Philppines written by Admiral Dewey and others. Greatest seller ever known. Price only \$1.75; large book; superb illustrations; going like wildfor outfit. The Bible House, 224 Dearborn St.,

WANTED-SALESMEN. WANTED-Salesmen to carry A 1 side line; good seller; standard article; small sample; commission, 20 per cent. Full particulars on request, TROJAN MANUFACTURING COMPANY, South

FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. \$50,000,000—Cheap money for investment; agents wanted. INVESTORS' DIRECTORY, New York.

LOANS-Sums of \$500 and over. City property and farms. C. E. COFFIN & CO., 150 East Market street. LOANS-On city property; 51/2 per cent.; no commission; money ready. C. N. WILLIAMS & CO., 319 Lemcke building.

MONEY-To loan on Indiana farms; lowest market rate; privilege for payment before due; we also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third floor, Lemcke building, In-

FOR SALE. FOR SALE-Ten R.I.P.A.N.S for 5 cents at druggists; one gives relief. FOR SALE-One \$100 share stock in Socialet

Turnverein Stock Association; \$48.75 paid in; make offer. Address "STOCK." care Journal. FOR SALE-Fireproof Safes, Vault Fronts; also second-hand standard makes. J. A. WILLIS, 324 Lemcke building, late of 21 East Market FOR SALE-50-foot lot, Ash street, between Fifteenth and Sixteenth; very cheap for cash, or if you will build I will take first mortgage for lot.

Address F. H., care Journal, FOR SALE-Nine-room house; prettiest part of Park avenue; all modern conveniences; unusualfine yard; flowers, fruit, etc.; easy terms. Adress "OWNER," care Journal. FOR SALE-A bargain, on easy terms, a fine opera hall, scenery and furniture and two stores, in live railroad town in western Indiana. Address W. A. BRUNKER, Farmersburg, Ind.

FOR RENT-Corn Farm; three hundred acre corn farm near Terre Haute, Ind.; grain rent. M. H. SPADES, 111 West Market street, Indian-

BUSINESS CHANCE.

UNUSUAL OPPORTUNITY-To invest \$200 or safe; profits sure. H. GRIFFIN, 1180 B'way, N. Y. BUSINESS CHANCE-Reliable party can get honorable and big paying interest in high-class manufacturing business in Indianapolis; only small capital required if otherwise satisfactory. STOUT & HOOTON, 5 W. Market.

## LEGAL ADVERTISEMENTS. BANKRUPT SALE OF REAL ESTATE.

Ten Acres of Land, at Atlanta, Indiana, together with brick plant thereon, with capacity output of 25,000 brick per day. Gas well connected with plant. Also, twenty-five acres of well-improved Farm Lands on gravel road in Tipton county, Indiana. five miles southeast of Tipton. Sale at public auction at brick plant, Atlanta, Ind., at 10 o'clock a. m. Saturday, April 15, 1899. For further particulars call on or address

WALTER CARTER. Trustee, PROPOSALS FOR VEGETABLES-Office Chief Commissary, Chicago, Ill., March 4, 1899. Sealed proposals will be received here until 12 o'clock, m., April 5, 1899, and then opened, for furnishing and delivery of such fresh potatoes and onions as may be required at Fort Sheridan, Ill., Fort Brady, Mich., Columbus Barracks, O., Fort Thomas, Ky., Fort Wayne, Mich., Columbia Arsenal, Tenn., and Indianapolis Arsenal, Ind., for two months from May 1, 1899. Propesals received up to and opened at same hour by commissary at posts. Information furnished on application here or to Post Commissaries. Envelopes containing proposals should be marked "Proposals for Fresh Vegetables," and addressed to undersigned of the city.

## FRED A. SMITH, Major, C. S., U. S. V.

American Central's Certificate. The auditor of state issued to the American Central Life Insurance Company, a new concern of this city, yesterday, a certificate showing that the company has over \$100,000 of valid stock subscribed, on which company has deposited with him \$25,000 in the class of securities required under the compulsory deposit legal reserve law enneted by the last Legislature, and that authority is given to enter on a general life insurance business. This is the company organized by E. B. Martindale, Charles E. Dark and others, and its stock is held in twenty-five of the cities of the State.

Incorporated.

The E. M. Bush Hardware Company, of Evansville, was yesterday incorporated with of a street-car plant in Indianapolis adea capital stock of \$15,000. The New Castle Bridge Company in-creased its capital stock from \$10,000 is to include excavating for, laying and sur-Jan. 18, 1901. It is equally certain that until

(Concluded from Fourth Page.) have the opportunity of knowing that the best possible terms in their interest have been secured. The question of whether the people are satisfied with the contract is one well worthy of consideration. The people, and not the city, pay street-car fares to the company. Heretofore the rate of fare has been subject to regulation by their Legislature. If one Legislature made a mistake, another could correct it. No such power of regulation exists after a contract under the Noel bill. Inasmuch as the regulation affects all the citizens individually, it is in its nature a public matter and ought to be done in the most public way possible. To take the power of regulation from the Legislature and place it in the hands of city authorities, and permit them to perform it by a private contract, is contrary to the spirit of our institutions and calculated, and rightly calculated, to engender distrust and disthat can readily lead to very great abuse and ought to be opposed as long as people take an interest in their own affairs.

## THE MINORITY REPORT.

#### Recommends Settlement-Three-Cent Fares Impracticable.

The minority report was presented by J. B. Allfree, A. M. Ogle and W. P. Jungelaus. The report was as follows:

Street-railway Company for a street-railway franchise, report that the committee has had said matter under consideration, and that, in railway question should be made at the present time. It is very important that the question should be settled now rather than to be postponed until the litigation as to the rights of the Citizens' Street-railroad Company and the City Railway Company has been disposed of. It is possible that that lit- Track igation may result favorably to the city. It has already continued for years and is almost certain to be protracted for years to come. In the meantime, it is doubtful whether any fair contract for continuance of satisfactory street-railway service can be entered into-while the service of the old company, which is already very unsatisfactory, will become more and more so to the very serious inconvenience of the people and to the hindrance of the growth and prosperity of the city.

Moreover, the rights claimed by empany under grants from the Board of county Commissioners and authorities of West Indianapolis, Brightwood and Haughville, before the annexation of those places to the city, covering all the streets in those towns and parts of a number of the prin-Dougall. Funeral services Wednesday after- cipal streets of the city, will not be afterted by the decision of the cases now in court, which relate only to the rights of the company under the ordinances of the city, and are not embraced in the "New act" of 1897, or the provisions of the act of the last Legislature re-enacting the "New act" in relation to the letting of the street-railway franchise by public competition at the expiration of the franchise of the old company. Such | many cases the greater figure, in some the rights can only be acquired by the new company to which a franchise shall be let at the

option of the old company. TWO INCOMPLETE SYSTEMS. of granting a new franchise should be left open until it can be let by competition under the provisions of the "New act" the result may be that the city will have two intransfers from one to the other, and the revery unsatisfactory, and, if possible, should

and prevented by the city now entering into railway Company. It proposes to absolutely surrender all the franchises of the Citizens' Street-railroad and City Railway Companies, and that in the future the entire street-railway system within the city limits, as they now exist or may hereafter be extended, shall be operated under the terms of the new franchise and that the right to operate any and all of the lines shall cease at the expiration of such franchise-in other words, there is no longer to be any unfire. Big pay to agents. Send 12 two-cent stamps | certainty as to the rights of the city on this most important point.

## THREE-CENT FARES IMPRACTICA-

The minority of your committee are clear that 3-cent fares are impracticable under the conditions existing in Indianapolis. The rate of fare proposed in the contract which | the electric roads have light grades, though is now under consideration is substantially a 4-cent fare. There is no more favorable rate in any city in this country except Dequirement of street paving, or of the pay- | track as compared with Indianapolis and for the franchise. There are two or more independent companies in each city, with no transfer from the lines of one to the other. The matter, at best, is an experiment, even ment at the present time, nor can I obtain in those cities, and we have no evidence that it will result satisfactorily. In fact, we are advised by the experts whom we have I the percentage for 1898 was 48.2 and for 1897 consulted, hereafter mentioned, that the 47.3. Probably this does not include any alactual cost of carrying passengers under conditions of first-class service averages

We feel that substantially 4-cent fares in this city, with unlimited transfers, the main-tenance at all times of a strictly first-class street-car service extending to all parts of the city and its suburbs, the requirement that extensions shall be made as ordered by the city authorities, the introduction, when required by the city, of new and improved motive power, the pavement of the streets and the payment into the city treasury annually of a large sum of money to be used in the improvement of the parks or for other purposes, as determined by the city, constitute the basis of a fair and reasonable contract under the circumstances existing in this city. The people do not want, for the sake of 3-cent fares, a cheap service; above all they do not believe that it is good policy to expose the employes of the company to the danger of reduced wages in order that

the company may earn dividends out of 3-

DURATION OF FRANCHISE. The length of the franchise asked by the new company is not greater than that which is usual in other cities. In a number of citles the franchises are in perpetuity. In others for fifty years. Under the charter of Greater New York, which expresses the chises are authorized to be granted for twenty-five years, which, in view of the vastly greater value of the franchises in that city, is relatively longer than thirtyfour years in Indianapolis. We have had an opportunity of meeting with and consulting three Chicago engineers and experts, representing different reputable companies engaged in the construction of street railway plants, who came to this city o submit estimates upon the invitation of Mr. C. F. Smith. Their estimates of the cost at present prices of reproducing the system of street railway as it now exists this city, except that they figured upon ninety-pound rails throughout, and that the street-paving would be about two-thirds in length of the entire mileage, were \$3,651,000. This includes nothing for bridges, culverts

The limited time at our disposal prevents the making of a more detailed statement of the facts and reasons which induce us to dissent from the conclusions of the majority of the committee. The minority of your committee, therefore, recommend the adoption of a resolution expressing as the sense of the club that the settlement should now be made of the street railway question, and that in the opinion of the club the terms and conditions of such settlement and of the new franchise to be granted may safely be left

or stations or for any extensions of the

## THE EXPERTS' REPORT.

Shows the Cost of Putting in New Sys-

to the discretion of the Board of Public

Works, the Common Council and the mayor

tem in the City. The report of E. P. Roberts & Co., the

In accordance with your instructions, as set forth in your letter of March 39, and a copy of which is given below, I have prepared estimates. The prices are 15 to 20 per cent, more than ruling fifteen months ago, The estimate was prepared after my visit to Indianapolis to inspect the lines of the company. Also, and in accordance with | well known, the State Supreme Court in an your request, I append a statement relative to the usual percentage of operating expenses and income in street railways in cities of the population and general charac- | claimed by that company. A rehearing was

ter of Indianapolis. The copy of your letter was as follows: 'We desire from you an estimate of the cost of the installation, ready for operation,

THE COMMITTEE DIVIDED by the accompanying map to be now in the streets, aggregating 108.25 miles, of which - miles are single and the remainder are double; that the system is to be overhead for a new franchise is pursuant to notice | trolley and center-pole construction; that and by open competition. It would secure, a power plant is to be located in either or as we believe, the best possible contract that | in each of the two points indicated on the could be had for the citizens, and result in accompanying drawings as being the locathe greatest satisfaction to them. They will tion of the present plant; that the population is 185,000; that the area is 25.69 square miles; that the city throughout is perfectly level; that 136 twenty-one-foot motor cars (the number now in operation plus 25 per centum) are to be operated normally and such additional number held in reserve as, in your judgment, prudence in street-car management would dictate; that a proportional number of trailers and summer cars

are to be provided." The above letter was followed by instructions to estimate all track double. Track Estimate-108.23 miles of track, of which all is double track, estimate based on no paving, merely placing the rails, with the necessary substructures and ballasting; consider a total of fifty-five miles of double track at \$15,000, \$825,000, including special work, based on seventy-pound girder rails. Overhead Material-Fifty-five miles center pole-Iton poles-set in concrete, No. 0 trolley wire, cost, \$3,000 to \$3,100. \$170,500; feeders, satisfaction. More than that, it is a power | \$150,000 to \$175,000; bonding, including cross bouding, bonds past, special work and re-turns from pipe and track to switchbard, 109 miles at \$500, \$54,500; total, \$400,000.

Rolling Stock-150 (136 plus 14 extra) 21foot body, closed cars, complete, with two 25-horse-power motors and controllers at \$2,000, \$300,000: 30 trailers for regular service at \$1,200, \$36,000. Relative to that part I was informed by you that there are now only 11 in use. One hundred open car bodies for summer use at \$500, \$50,000; total, \$386,000. Special cars, \$10,000; grand total, \$396,000. Power House—Three-thousand-borse-power compound condensing, slow potative engines, tee, to whom was referred the matter of the pending proposition of the Indianapolis board and station wiring, water tube boilers piping condensers and pumps, all to be the best quality; building to be brick, with slate roof and concrete floor. Total for steam plant, electric plant, building and the opinion of the undersigned members of the committee, it is to the best interests of water connection, from \$225,000 to \$260,000 the city that a settlement of the streetshops, offices, \$35,000 to \$40,000; incidentals legal and engineering services, \$100,000 to \$150,000. Interest on \$2,000,000 during co struction and before placing in operation

#### Overhead and bonding ... 375,000 to 410,000 Power house ...... 225,000 to Real estate ..... Car sheds, etc..... Incidentals, etc ..... 100,000 to Interest ..... 75,000 to

The above estimate does not include any allowance for removing or replating pavements or for furnishing new pavements, also grading. In other words, the estimate covers the cost of material and labor and the incidental charges necessary for the actual construction of a plant of the size, character and capacity stated, and in accordance with

#### the letter of our instructions. OPERATING EXPENSES.

Relative to percentage of operating expenses of receipts, I will state that for a city of the size of Indianapolis and with firstclass modern equipment, that such percentage is usually about 50 to 55 per cent. In

Operating expenses include: General Expense-Management, taxes, legal, dam-It is possible, therefore, that if the matter | ages, insurance, etc. Transportation-Conductors, motormen, starters, time keepers, etc. Maintenance of way. Maintenance of equipment. Included in the last two should be an amount set aside for de preciation, exclusive of repairs. Such amount should be sufficient to, when placed at compound interest, purchase new material at the end of the probable life of the worn-out quirement of double fares, which would be material. Such amount to be from 5 to per cent, according to the character of the various parts of the plant. This does not include any allowance for material becoming All these complications will be removed | antiquated. In the past this has been a serious matter but in the future will probably be of much less importance, as electric street-railroading cannot now be considered in an experimental condition, and the material has become well standardized. I think it probable that 55 per cent, would,

for Indianapolis, include allowance for such depreciation fund, allowing about 5 per cent for depreciation on the basis of a plant o the character stated in the foregoing estimate, thus leaving 45 per cent, as the amount available for the payment of capital charges and dividends. In this connection I call your attention to the report of the Columbus, O., Street-railway Company, which is published in the "Street Railway Review" of Feb. 15, 1899. Coumbus is a city of somewhat the same character as Indianapolis. It is the capital of the State and has a number of public buildings and state institutions. It is also, to quite an extent, a manufacturing city and the railroads have a union depot. Also, somewhat greater in Columbus than in Indianapolis. Reports state that the motor cars in use are 119, or about the number you state are now in use in Indianapolis, though

many of the rails are double track. The track mileage is about 65 per cent. of the Indianapolis track, but a very large part of it is single track, therefore the cost of the also including the overhead work, is greater than would be indicated by the number of miles. This also will be modified if the Columbus Company paid for the paving; on this point I cannot make a positiev stateinformation in time to include it in this report. The report of the company states that lowance for depreciation.

## -MR. M'GOWAN'S STATEMENT. Reasons Why His Proposition Should

Below is the statement sumbitted the committee by Mr. McGowan;

as to these lines, also, it is claimed that in The substantial reasons why the proposino instance was there any limitation of tion of the Indianapolis Street-railway Comtime, as that the company may have subpany, for the settlement of the street-ran stantial grounds for contending as it does way controversy, should be accepted are: that its rights under grants from the Board First, while on the face of the ordinance of County Commissioners and the authorunder which the Citizens' Street-railroad ties of West Indianapolis, Brightwood and Company is now occupying the streets the Haughville are not affected by any prorights of that company will expire on Jan. visions contained in the city ordinance nor 18, 1901, there is a question as to whether subject to the control of the city in respec such rights do not extend beyond that to their duration by the fact of the extenperiod. At the time of the sale of the sion of the corporate limits of the city so street-railway system in Indianapolis by the as to include such lines. It has been de-Chicago owners, in the spring of 1888, the cided by the Supreme Court of the State capitalists who were contemplating its purthat a turnpike company cannot be deprived chase submitted this question to their atof its roads or its franchise by an extension torneys, a well-known law firm of Pittsburg, of the limits of the municipal corporation. who gave an opinion that the company's (Fort Wayne Land and Imp. Company vs. rights were in perpetuity. It was upon the Maumee-avenue Gravel Road Company, 132 faith of this opinion that the property was purchased and that a new issue of bonds to the amount of \$3,000,000, which increased the total debt of the company secured by mort-Neither the New act of 1897 (Acts 1897, p. gage to \$4,000,000, and its capital stock in-154.) nor the act passed by the last Legiscreased to \$5,000,000, making a total of securities of \$9,000,000, all of which were stated lature, in so far as it re-enacts the New act, upon the face of the bonds and in the recapplies to the rights of the Citizens' Streetords of the company to be issued for strictrailroad Company derived from grants by ly legitimate purposes and all of which are now held by innocent purchasers for value. I the Board of County Commissioners. In There has already been litigation extendng over a number of years between the Citizens' Street-railroad Company, the city | tracks of the company constructed and opof Indianapolis and the City Railway Comerated under such grants shall only be inpany, in which the question as to the duracluded in the appraisement of its property tion of the franchise of the first-named company has been involved, and, as yet, no | to be taken over by the company which court has decided that the rights of the succeeds to its rights, in case the Citizens' company will terminate on the 18th day of | Street-railroad Company elects to have January, 1901, or that such rights are not | them so included. It is claimed that this is a in perpetuity. On the contrary, in the case | recognition by the Legislature that the exin the Circuit Court of the United States tension of the city limits has not abrogated for the district of Indiana. Judge Woods | the rights of the company under such sustained the contention of the company, | grants. It is manifest that there can be no and, upon appeal, the Supreme Court of complete and satisfactory street railway the United States, while affirming the desystem constructed or operated in the city eision upon other grounds, declined to ex- which does not extend to and embrace the press an opinion upon this point, for the reason that it was unnecessary to do so. | by the Citizens' Street-railroad Company, One of the judges, Shiras, however, favored and equally manifest that no contract can the affirmance of Judge Woods's decision | be entered into with the city at the present without qualification. The question as be- | time, or even after the rights of the Cititween the company and the city is now | zens' Street-railroad Company under its pending in the Supreme Court of the State | grants from the city have terminated, which in a case in which the City Railway Comwill insure a satisfactory street railway pany is also a party. In this case, which service, unless it is entered into under the was brought by the city to have its title provisions of the law passed by the last to the streets quieted as against both com-Legislature and so as to secure the surrenpanies, the Citizens' Company is asserting | der of every right and franchise owned or by its answer, which was framed so as to claimed by the Citizens' Street-railroad present a question of federal law and to Company and the City Railway Company. enable the company to take the case to the the continued operation as one system of Supreme Court of the United States in case all the lines of the Citizens' Street-railroad such question was decided adversely to it Company as they now exist and extensions by the State Supreme Court, that its rights of the same as may be required by the city do not terminate in 1901, and that the act so as to insure adequate street-railway servof 1897, known as the New act, is unconstiice in all parts of the city as now constitutional, as being an impairment of its contuted or as it may be hereafter extended. tract. The City Railway Company is con-It would seem that a street-railway system tending that its contract with the city, enoperated in fragments by two or more comtered into in April, 1893, whereby it was panies would not be satisfactory. A comgranted the right to use the streets for street-railway purposes for a period of thir-

prehensive system by means of which, for a single fare, transportation to any and all ty years, beginning at the expiration of the parts of the city and its suburbs can be had rights of the Citizens' Street-railroad Comwould be preferable pany, is binding, not only upon the city, A FAIR PROPOSITION. but upon the State as well. The pleadings of this company have been framed so as to The proposition made by the Indianapolis present its rights under the Constitution of the United States, and to enable it also to go to the Supreme Court of the United | under the conditions existing in Indianap-States in the event of a decision against it in the Supreme Court of the State. As is made, consistent with first-class street-railopinion concurred in by the majority of its | way service. It enables the city at the exdecided this case in favor of the City Railway Company to the full extent paying the appraised value of the tangible granted by the court as newly constituted. If the final decision should be in favor of the city, as against either or both of the companies, the case can be taken to the Supreme Court of the United States, and it first-class condition, and the adoption of im- him and his associates. quate for the supply of first-class and effi- is reasonably certain that a final decision proved methods of transportation and construction, so that the people will be secured | tlemen, presumably the minority committee, \$10,000 is to include excavating for, laying and sur- Jan. 18, 1901. It is equally certain that until the advantage of new methods and inven- called on them yesterday and talked over facing tracks coextensive with those shown the questions as to the rights of the Citi- tions. It reserves to the city the right to the situation with them.

# Colds Cured

A Prominent Texan who Had Headache for Years, Was Cured, and Found a Panacea for Colds as Well by the Use of

## Dr. Miles' Nervine

sinew, but of resistance and endurance. ous system to a remarkable degree, and It is the weak, the wasted, the thin blooded fortifies the body against the encroachwho are always sick; those who have no ments of disease with an abundant supply resistive power, so that a sudden cold de- of nervous energy and rugged endurance velops into graver disease. Every process of the body is controlled by the pervous system; and just in proportion as this nervous system is weakened the whole body suffers loss of resistive power. Overwork, worry, care, anxiety-these are the | weeks my headaches ceased. Before taking chief causes which sap the system of its the medicine I was subject to severe colds vital power. The man who comes to his work in the morning with a headache, who suffers all day from dullness and drowsiness, who goes to his meals without an appetite, and tosses restlessly through come run down in health and spirits. I was the night without getting his regular | very nervous and restless, and found it diffisleep, is not likely to fight off disease very hard. The best thing for you, when you frequently would leave the dining table withfeel that your bodily energy is lacking, is out tasting a mouthful of food. Dr. Miles' to seek the strengthening, power-producing help of Dr. Miles' Restorative Nervine, first trial. It improved and invigorated me,

it will be impossible for the city to enter

into a contract on advantageous terms with

any new company. But even the final de-

cision of the Supreme Court of the United

States of the case now pending may not

are not parties to that case, and will not

be affected by its decision. Having bought

the securities of the company in the belief

that its franchise was in perpetuity, it is

to be expected that they will not acquiesce

without in their own behalf litigating the

question to the court of last resort. It is

arate and distinct from that of the com-

pany, and it is almost certain that before

there can be any final determination of the

cuted to final decision in the Supreme Court

of the United States either by or against

the trustees in the mortgages securing the

bonds. It will probably take years of costly

litigation to decide the question in all of its

phases, and the ultimate decision may not

be in favor of the city. The Indianapolis

ion as to the merits of this controversy. It

simply submits that it is a factor of the

ignored and which the company is desirous

of aiding in settling on terms fair to all in-

ITS SUBURBAN RIGHTS.

The Citizens' Street-railroad Company

claims to have rights that are not derived

from the city at all. It claims that many

of its most important lines have been con-

structed and are being operated under

grants from the Board of County Commis-

sioners and the authorities of the suburban

to the city of Indianapolis. The National

road, or Washington street, east and west

of the original corporate limits of the city,

extending to Mount Jackson on the west

and the greater part of the distance to

Irvington on the east, Fort Wayne avenue,

teenth street, the Michigan road, now

Northwestern avenue, Clifford avenue and

lines upon what are now streets of the city

and all of the streets of North Indianapolis

which was never incorporated as a town or

city, were, when the ordinance of Jan. 18.

1864, was passed, and for many years after-

wards, simply public highways not within

the corporate limits of the city or in any

way subject to its jurisdiction and under

the control exclusively of the Board of

County Commissioners. The Board of

County Comissioners is expressly author-

ized by statute to consent to the occupation

and use of such highways for street rail-

way purposes (Revised Statutes 1894. Section

5465), and are not required to limit in point

of time the duration of grants made by

them and the company asserts that in fact

in not a single case was any limitation of

time attempted to be imposed. It is well

settled that grants and licenses to a rail-

way corporation existing in perpetuity to

make use of public highways for the con-

struction and operation of its railroad are

also in perpetuity, unless otherwise ex-

pressed. The lines of the company in West

Indianapolis, Haughville and Brightwood,

which before their annexation to the city

were incorporated as cities or towns, were

constructed under ordinance adopted by the

municipal authorities of those places, and

RIGHTS FROM COUNTY.

number of other of the most important

Central avenue, Illinois street north of Six-

terests involved.

street-railway situation which cannot be

Street-railway Company expresses no opin-

question a suit must be brought and prose-

Mr. J. H. Siddall, Calvert, Tex., writes: For many years I suffered with nervous headaches and took many kinds of medicines in a vain search for relief. In 1894 I was induced to try Dr. Miles' Restorative Nervine, which I did with good results. I found relief at once and after using it a few during the winter, which were very troublesome. Since taking Nervine in 1894 I have

Mr. A. L. Hereford, Springfield, Ill., says: "Three years ago I was much troubled with nervous dyspepsia, which caused me to becult at times to concentrate my thoughts, I did not get my natural sleep at night and Restorative Nervine was recommended to me and I was very much pleased with my

of fares to persons purchasing tickets, and

this, coupled to the right of untimited trans-

fer, gives as cheap a rate as exists in any

city in the country in connection with first-

class service. Three-cent fares are imprac-

ticable under existing conditions. In order

question the rights of the Citizens' and the

City Railway Companies must be acquired.

The immediate expenditure of at least a

million dollars must be made to put the

company cannot be based upon what it

would cost at present prices to reproduce

It has been decided by the Supreme Court

of the United States that the public has no

right to rates of fare based solely on the

cost of reproduction. The amount of bonds

and stock outstanding, their market value,

the amount expended in constructing and

cost of reproducing it at a given time, are

all to be taken into consideration. (Smythe

MATTER OF REPLACEMENT.

street railways as it now exists in Indian-

apolis, as originally constructed to be op-

erated by animal power, and as converted

into an electrical system, has cost a vastly

larger sum than it could now be replaced

for. This original cost must be taken into

cosideration. The holders of bonds and

stock of the old company have a right to

some protection. No settlement can now be

made that does not take into consideration

their rights. Therefore, 3-cent fares are out

of the question. The reduction that is pro-

posed to substantially 4-cent fares is rea-

sonable under existing conditions, and when

taken in connection with the burden of street

paving assumed by the company, and the

payment into the treasury of the large sum

of money, will leave to the company after

the payment of operating expenses, including

fair wages to its employes, only a reason-

able return upon its necessary capitaliza-

tion. There is not a city in this country i

which straight 3-cent fares are in force. In

two only. Detroit and Toledo, where the

regular fare is 5 cents and no street pay-

certain hours of the day. There is more than

one company in each of these cities and no

mental even in these cities and the indica-

tions are, not a satisfactory one, as move-

ments are on foot for a municipal owner-

ship. In substantially all of the other cities

of the country the fare is either 5 cents

with six tickets for 25 cents and twenty

five for one dollar, as proposed by the In

dianapolis Street-railway Company. In no

city is there a more liberal system of trans-

fers than that now proposed. The duration

of the franchise asked is no longer than

generally obtains in other cities. In fact,

petuity, and in many others for fifty years

the committee and the directors of the club

tabulated statement made from informa-

tion received from official sources of the

terms and conditions of street-railway fran-

chises of forty-one street-railway companies

in thirty-two cities of the United States.

to which we invite comparison with the

proposition submitted by the Indianapolis

Street-railway Company for a franchise in

THE EXPERTS DAZED.

They All Thought They Were Going to

Build the Road.

which were sent letters of inquiry by the

way affairs, have been greatly stirred up,

representatives went back to the main of-

fice last night without a clear understand-

ing of why they had been sent here, and

the third is still here to find out "where he

brought in James W. Bret, vice president

stallation Company, of Chicago; Herbert

McNulta, of Chicago, and E. M. Fry, gen

eral superintendent of the North American

Construction Company, of Chicago. A let-

ter was sent to each of these companies

asking for the cost of putting in a street-

level city, and each company, on th

heory that a large contract was to be let,

lost no time in sending a man here. They

made their report to a committee from the

Commercial Club in a dazed sort of manner,

and they are still in the dark as to why

they were sent here. Mr. Fry alone is stay-

ing in the city to find out what has brought

him here, and he hopes to receive light

within a day or two. He will probably get the contract to build Mr. Smith's road.

Smith's Franchise Proposition.

Club committee by C. F. Smith, D. M.

Parry and Frank A. Maus in which they

agreed to give bond to the city in the sum

of \$100,000 that a corporation shall be organ-

ized by them which will make an offer to

corporation will agree to give a first-class

service, 3-cent fares at all times with trans-

fers, to pave between the tracks on all im-

proved streets and to create a sinking fund

from which all bonds shall be paid and all

stock subscriptions repaid at the expiration

of the term of the franchise, which shall be

for thirty years. The proposition further

contemplates turning over to the city with-

out cost all track and street equipment at

the end of the franchise, the city or any

company succeeding to pay the appraised

value of the power plant and the car equip-

ments. Their proposition also contemplates

keeping the books open at all times to the

properly designated public authorities. The

report was returned to those who sent it in

Smith and Ogle as to Experts.

C. F. Smith takes exception to one clause

in the minority report. He says he invited

enly one of whom came. Mr. Ogle says that

the report by the minority is correct and

that they consulted with three of his ex-

perts. He invited the newspapers to see the

experts at the Bates House last evening. Mr

two others to this city. The other estimates

Fry, one of the experts, did bring with him

ubmitted by Mr. Smith came from various

builders and engineers. Mr. Smith says his

proposition to the committee can be made to

stain a clause guaranteeing that the

wages of the employes will not be reduced.

He is willing to also agree that the expense

of any further litigation will be borne by

without consideration.

A proposition was made to the Commercial

railway system of fifty miles in length in

and general manager of the Electrical In-

Letters sent out by Mr. Smith

The electrical construction companies, to

Indianapolis.

many cities the franchises are in per-

We submit herewith for the information of

transfer from one to the other. It is experi

ing is required, the rate is 3 cents during

There is no doubt that the system of

vs. Ames, 169 U. S., 546, 547.)

reconstructing the system, as well as the

system in first-class and efficient condition.

zens' Street-railroad Company and the City | require needful extensions. There is substan-

Railway Company are finally determined, I tially a reduction of one-fifth in the rate

settle the controversy. The bondholders to effect a settlement of the street-railway

n a decision which will have the effect to | Paving the streets requires the expenditure

largely destroy the value of such securities of another large sum. The earnings of the

well settled that they have an interest sep- | the street-railway system as it now exists.

Health is not a question of muscle and | which reinforces and invigorates the nerv- | and I soon gained twenty pounds from its

From Cripple Creek, Col., comes the following: "I am a blacksmith, and about two years go I felt a sudden pain in my left arm. I paid little attention to it at first but as it became worse my left side and breast were affected and I came down with nervous prostration. I was so bad that I just trembled while lying in bed. After suffering in this way for several weeks I began taking Dr. Miles' Restorative Nervine. I used six bottles altogether and before they were gone I returned to my work, and since then I have felt all right." A. KANOUSE, P. O. Box 1273, Cripple Creek, Col.

## Sample Treatment Free.

A trial package of Dr. Miles' favorite treatment, consisting of Dr. Miles' Restorative Nervine, Dr. Miles' Anti-Pain Pills and Dr. Miles' Nerve and Liver Pills, will be sent absolutely free of cost to any person who will send name and address on a postal card, requesting the samples, and mentioning the name of this paper, to

> DR. MILES MEDICAL CO., Elkhart, Ind.



**§ENGLISH'S**€

This Afternoon and Night, The Smith & Rice Comedians,

Presenting the Great Comedy Hit, My Friend From India By H. A. Du Souchet. PRICES-Night, 25c, 50c, 75c, \$1; Matinee, 25c,

## ENGLISH'S

Frank Daniels

Next Mon. Eve. and Wed. Matinee "THE WIZARD OF THE NILE" Tuesday and Wednesday Evenings, "The Idol's Eye" Both operas by Harry B. Smith and Victor Herbert, author and composer of "The Serenade," and "The Fortune Teller." President McKinley: "The funniest and pret-

SEAT SALE BEGINS TO-MORROW. GRAND-MAT. TO-DAY, ALL WEEK-SAT. MAT.

Grand Stock Company

## in Nat Goodwin's Famous Success,

Seats now selling for Extra Souvenir Nights, April 10 and 17, when ladies can choose photographs from entire stock company set.

Next Week-"Aristocracy." PARK-TO-DAY & p. m.

"The Sleeping City" BEGINNING TO-MORROW MATINEE,

## BERT COOTE on the theory that a large contract was to The New Boy be let, and each company sent in a representative by the first train. Two of these

16c, 20c, 30c. Everybody goes to the Park. Next Week-Waite Opera Company. **Empire Theater** 

3-DAYS ONLY-3 Commencing Monday Matince, April 3, JEROME'S

**BLACK CROOK EXTRAVAGANZA** 

#### Prices of Admission-10c, 15c, 25c, 50c. Monday night, April 10, Kid Grim vs. Jim Watts, TEN-ROUND SPARRING CONTEST.

at ENGLISH'S OPERA HOUSE Matince April 8th. Evening April 7th. Evening April 8th. Matinee April 13th.

Evening April 14th. 400 Dancers, Gorgeous Costumes, Dazziing Tableaux, Brilliant Specialties,

PRESS CRITICISMS. "For artistic arrangement, graceful posing and rare loveliness, the carnival has never been surpassed, if equaled, in this city."-Louisville Courier-Journal. "The grandest affair of the kind ever given in the South."-Memphis Commercial-Appeal "With such attendance even Patti would have felt flattered."-Savannah Morning News. The most brilliant spectacular entertainment even seen in Atlanta."-Atlanta Constitution.

The best performance ever given in Nash-PRICES - \$1.50, \$1.00, 75e and 50e. Matinees-\$1.00, 75c, 50c and 25c, Every seat reserved. Tickets on sale at box

## office Wednesday morning, April 5. Telegraphic orders attended to promptly. NANA LAST DAY BUT THREE

Of the greatest work of art the world has ever seen. Don't neglect to see Suchorowsky's marvelously realistic Painting which newspapers and critics declare to be the most superb conception of feminine beauty ever revealed. On exhibition cally from 9 a. m. till 10 p. m., at 16 N. Meridian LADIES FAREWELL MATINEE To-Morrow. Thursday, from 2 till 6 p. m.

## DR. SELMAN'S PRIVATE SANITARIUM For the Special Treatment of Epilepsy.

Operated successfully for over six years. Physi-, cians having cases requiring special care are invited to correspond. Special department for the treatment of Cancers. Tumors and Chronic Ulcers and all kinds of Skin Diseases. Special attention given to Ulcerated Sore Legs. All communications promptly

Mr. Fry said last night that three gen-DR. A. G. SELMAN. INDIANAPOLIS, IND.